

**Yolo-Solano Air Quality Management District's  
Public Hearing Comments and Staff Responses  
for the:**

**Sacramento Regional  
8-Hour Ozone Attainment And  
Reasonable Further Progress Plan**

**March 4, 2009**

## **PUBLIC COMMENTS**

### **Public Hearing Comments (YSAQMD hearing, February 11, 2009)**

#### **Comment #1 – Christal Waters, Davis Bicycles**

Ms. Waters was thankful for the improvements in air quality to date. An increase in Spare The Air days is a discouragement to anybody who wants to get out and bicycle, for exercise, to work or do errands. By reducing the number of Spare The Air days, it removes an impediment and encourages people to use their bicycles for everyday activities. Ms. Waters urged the Board to pass the Sacramento Regional 8-Hour Ozone Attainment Plan. In addition to health benefits from the Plan, federal rules require the Plan include reasonable further progress toward attainment in order to obtain federal funding for infrastructure. This includes funding for Complete Streets, Safe Streets, and Safe Routes to Schools, which we really support. The new federal administration has indicated its intent to heavily invest in infrastructure to pull the nation out of its economic doldrums. It is hoped that the passage of this Plan will help speed that public investment. Because the Plan has been developed in agreement with the Sacramento Blueprint, the State and the region stand ready to receive whatever additional federal funding might be coming its way.

**Response to Comment #1** – *Comment noted.*

#### **Comment #2 - Jason Crow, SACOG**

SACOG supports the adoption of the SIP documents. The SIP is especially important since all of the SACOG transportation plans and programs adopted for the region must demonstrate conformity. Without the SIP budgets, SACOG cannot demonstrate conformity and the region will enter into a conformity lapse. Basically, the conformity lapse means federal transportation dollars will be cut off and federal agencies cannot approve environmental documents. The potential impacts of not acting would be huge and SACOG feels that the timing is critical. SACOG anticipates the federal approval of the economic stimulus package and reauthorization of the federal transportation bill within this next year. The region does not want to jeopardize these two opportunities for funding and improving the region's transportation infrastructure. SACOG understands the important role of emissions coming from the transportation sector and SACOG has taken that into account in developing the region's transportation plan. This SIP is important to meet the clean air goals for the region as well as implementing the region's transportation plan and program.

**Response to Comment #2** – *Comment noted.*

**Comment #3 – Bill Mueller, Cleaner Air Partnership**

In addition to being affiliated with Valley Vision, Mr. Mueller is affiliated with the Cleaner Air Partnership, which is an alliance between the business community, through the Sacramento Metropolitan Chamber of Commerce, and the environmental community, represented by Breathe CA of Sacramento-Emigrant Trails and Valley Vision.

We support the Plan because there will be definite public health benefits. There will be economic impacts as well. Local businesses will experience local impacts as a result of further regulatory measures. Districts have to adopt all feasible measures. If the District does not implement all feasible measures, it could be sued. As part of this plan, a cost-benefit analysis has been performed and the proposed regulations are those that will accrue the greatest air quality benefit at the least cost.

Approval of the plan is important because if it is not approved, the federal government will not fund transportation-related activity. This includes bike paths, roads, etc. Not approving the plan would also make it difficult to receive federal stimulus dollars.

We want to see that rules are balanced and can advance public health while having the least amount of economic impact. This plan is essential to long-term economic development and ensures that the Metropolitan Transportation Plan, which is based on the SACOG Blueprint and includes reductions in vehicle miles traveled, is implemented so that we grow responsibly.

**Response to Comment #3** – *Comment noted.*

**Comment #4 - Jane Hagedorn, Breathe California**

Breathe California of Sacramento Emigrant Trails strongly supports adoption of the proposed SIP. The causal relationship between air pollution and lung and heart disease is clear. Breathe California has conducted seven studies specific to the Sacramento region identifying the health effects of air pollution. The health issues are serious. The proposed SIP will ensure that the region will reduce emissions at the required minimum rate of 3% per year and meet the new 8-hour ozone standards by 2018. The result will be improved public health for all and particularly for the tens of thousands of children who suffer from asthma in the community. Although the region has made progress in reducing air pollution, the region will not attain the new health-based standards without new controls. The SIP also outlines new strategies that Breathe California strongly supports.

**Response to Comment #4** – *Comment noted.*

**Comment #5 – John Motsinger, Environmental Defense Fund**

Environmental Defense Fund (EDF) thanks YSAQMD for their excellent presentation on the SIP. We strongly support the Board's adoption of the SIP. Adoption of the SIP is important because of issues such as increasing number of high temperature days, increasing vehicle miles traveled, and increasing population. Adoption is also

important because there are penalties for not attaining the ozone standard. Ozone is a regional problem, and we believe this plan represents a shared commitment by all the local air districts.

**Response to Comment #5 – Comment noted.**

**Comment #6 – Becky Wood, Teichert Aggregates**

Staff has done a wonderful job with the plan. We need this SIP and the associated conformity budget. With any plan such as this, opportunities exist to create an uneven playing field for businesses. There should be another rule adopted by the YSAQMD Board. The Sacramento and Placer air districts have agreed to adopt an asphalt plant rule and the YSAQMD has not, even though it has these sources. Under the all feasible measures requirement, such a rule would be adopted anyway, but I would like to see it be part of this Plan in order to keep a level playing field.

**Response to Comment #6:**

*Staff looked at proposing such a rule when we did our rule analysis for the plan. We found that all of our plants but one already have low-NOx burners, so reductions from a rule would not be very substantial. However, it appears that technology has come a little further than we expected for these sources. We will keep track of what the SMAQMD does in regards to adopting a rule for this source category. If they adopt a rule, we will review the rule to see if adopting a similar rule in our district would allow us to get reductions in our district. If so, we will bring a rule similar to what the SMAQMD adopts to the YSAQMD Board for approval so that everyone is on a level playing field.*

## **Attachment A**

### **Written Letters Supporting Plan Adoption**

March 4, 2009



February 9, 2009

Yolo Solano Air Quality Management District  
1947 Galileo Ct.  
Davis, CA 95616

RE: Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (SIP)

Davis Bicycles! (DB!) strongly supports adoption of the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (SIP).

DB!'s mission is to encourage and promote bicycling, increase safety, improve infrastructure, influence policy and advocate for a vital bicycle culture in Davis. Good air quality and bicycling go hand in hand. Bicyclists require good air quality. Increased use of bicycling reduces reliance on motor vehicles that contribute substantially to "Spare the Air" days during the Sacramento Region's hot summers. The proposed SIP ensures that the Sacramento Region will meet the minimum reduction rate of 3% toward meeting the new 8 hour ozone standards by 2018.

Adoption of the SIP is necessary to receive federal transportation funds and other funds that may be released as part of a federal economic stimulus package. The Sacramento Area Council of Governments has identified transportation control measures that will be implemented to achieve air quality standards, including a substantial amount of funding for pedestrian and bicycle improvements.

DB! urges the adoption of the SIP as proposed.

Sincerely,

Leo Ralner  
President

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Jane Hagedorn, CEO

*Breathe California of  
Sacramento-Emigrant  
Trails is dedicated to healthy  
air and preventing lung and  
other air-pollution related  
diseases by partnering  
with youth, advocating  
public policy, supporting  
air pollution research, and  
educating the public.*



February 11, 2009

Matt Rexroad, Chairman and Members of the Board  
Yolo-Solano Air Quality Management District  
1947 Galileo Court, Suite 103  
Davis, CA 95616

Breathe California of Sacramento Emigrant Trails strongly supports adoption of the proposed Federal Nonattainment 8-Hour Ozone Attainment and Reasonable Further Progress Plan (SIP).

The causal relationship between lung and heart disease and air pollution is clear. In fact BCSET has conducted seven studies specific to our region identifying:

\*Effects of air pollution on mortality rates from ischemic heart disease and stroke in the Central Valley.

\*Particulate air pollution and rate of hospitalizations.

\*Increased hospitalizations and emergency room visits of MediCal youth with asthma during high ozone days.

\*Three studies on exposure to ultrafine particulates at a school site directly downwind of a densely trafficked urban corridor.

As we speak we have two new monitoring studies underway along both I5 and I99. The health issues are serious.

The SIP as proposed will ensure that our region will reduce emissions at the required minimum rate of 3% per year and meet the new 8 hour ozone standards by 2018.

The result will be improved public health for all and particularly for the tens of thousands of children who suffer from asthma in Northern California.

Although we have made progress in reducing air pollution we will not attain new health based standards without new controls. The SIP also outlines new strategies including indirect source rules and tree mitigation strategies which we strongly support.

Thank you for the opportunity to testify. We look forward to continuing our work in Northern California that is enabling us to make measurable progress in cleaning up our air.